



San Jose to Merced High-Speed Train Project EIR/EIS

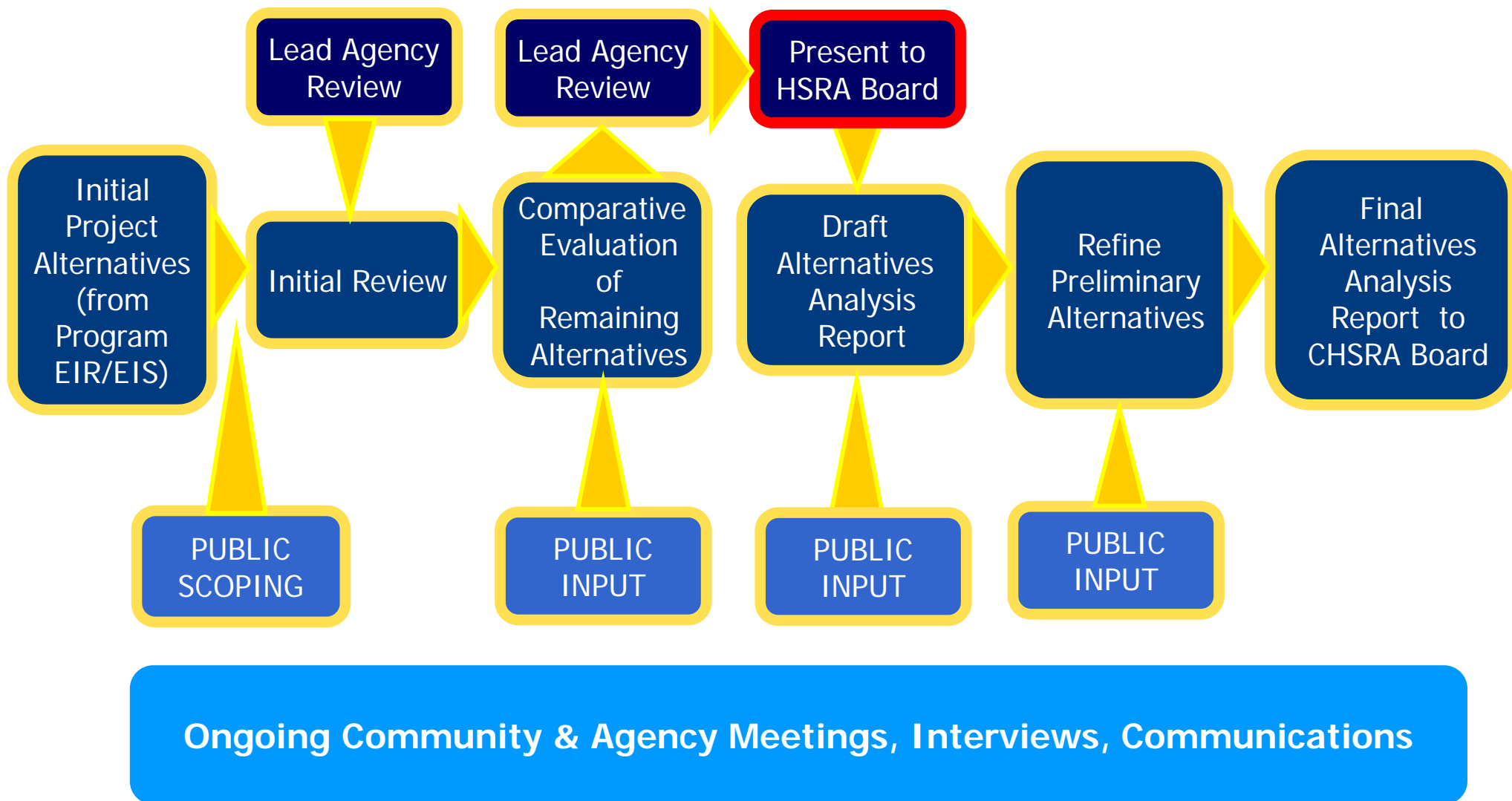
Authority / FRA Alternatives Analysis (AA) Workshop Results

**Presentation to
High Speed Rail
Authority Board
December 3, 2009**





Alternatives Analysis Process





Public Outreach Activities

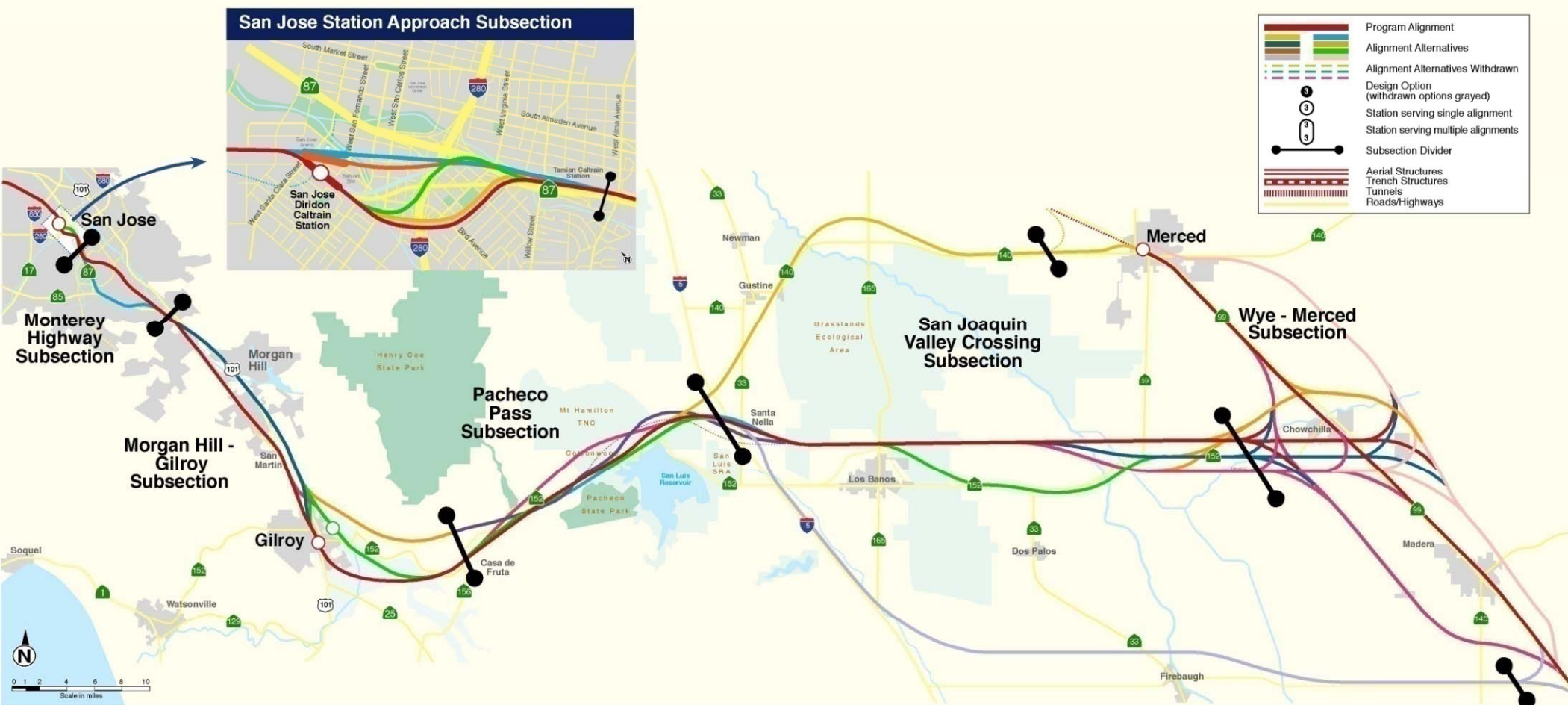
- Scoping meetings / report
- Neighborhood meetings
- Public AA meetings
- Technical Working Group (TWG) meetings
- Stakeholder (one-on-one) meetings
 - e.g., public agencies, cities, city councils, chambers of commerce, neighborhood representatives
- Fact Sheets
- E-blasts
- Media outreach
- HSRA web site updates





Sub-Sections for Evaluation

San Jose to Merced Section - Alignment Alternatives from Scoping Meetings



San Jose Station Approach Subsection

Downtown Tunnel (withdrawn)

- Construction complexity
 - Poor soils
 - Groundwater issues
 - Mined station
 - 110' underground
- Costs 6 times base case

SR 87 / I-280

- Suggested by City of San Jose
- Move HST line away from neighborhood
- Constructability issues over freeways

Downtown Aerial (withdrawn)

- Numerous property takes
- Impacts City's planned development
- Visual impacts

Three Tracks (withdrawn)

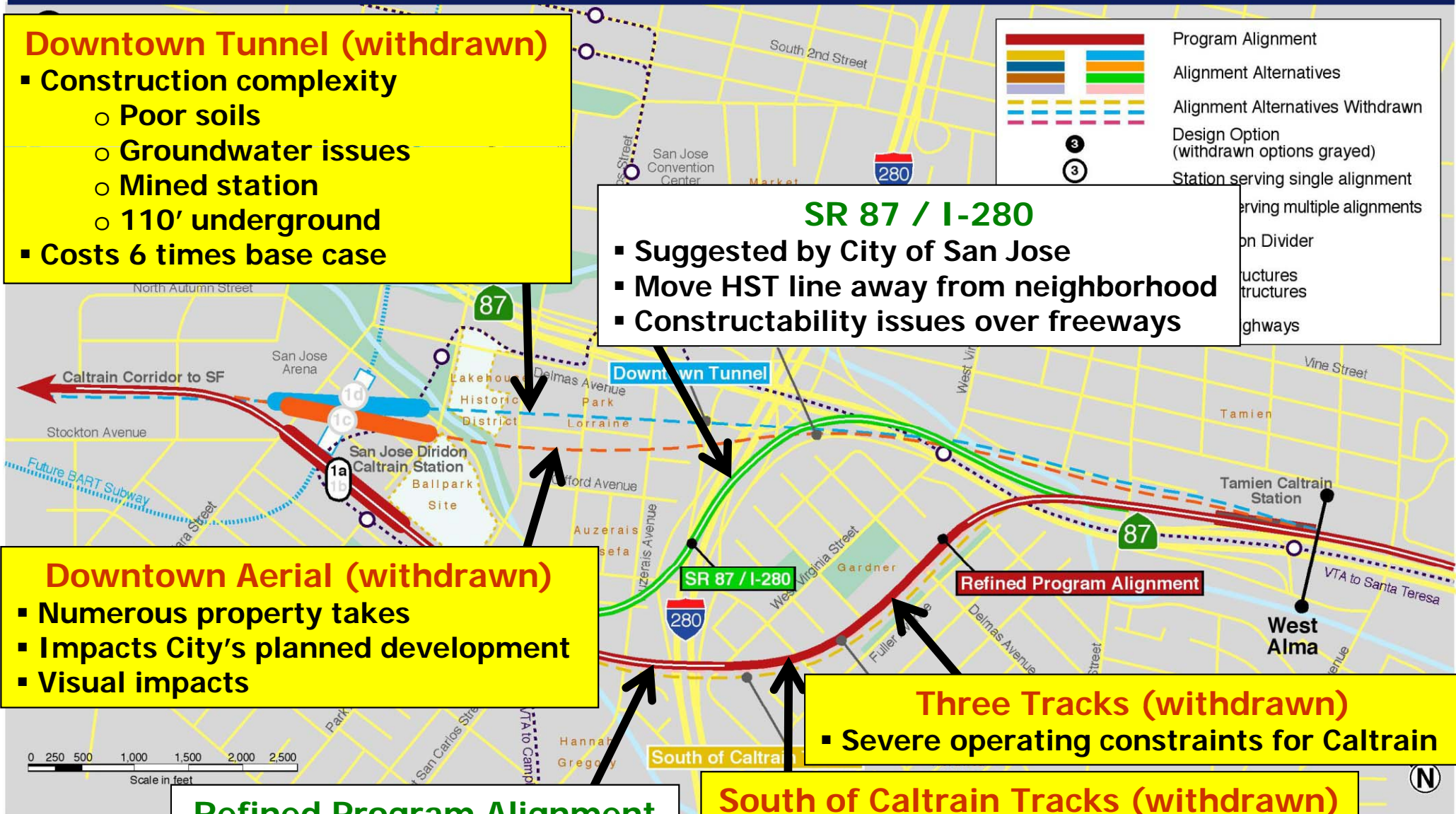
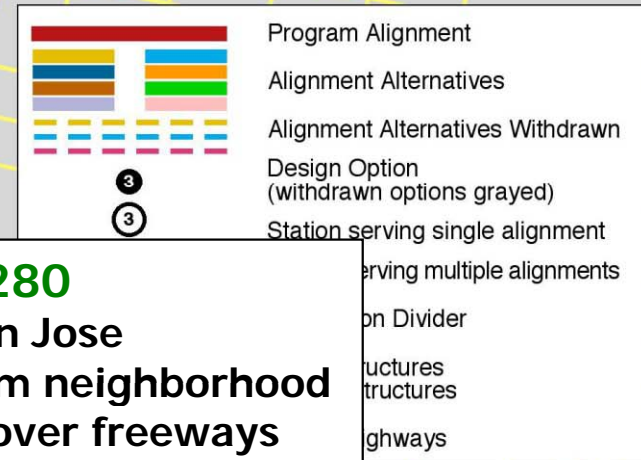
- Severe operating constraints for Caltrain

Refined Program Alignment

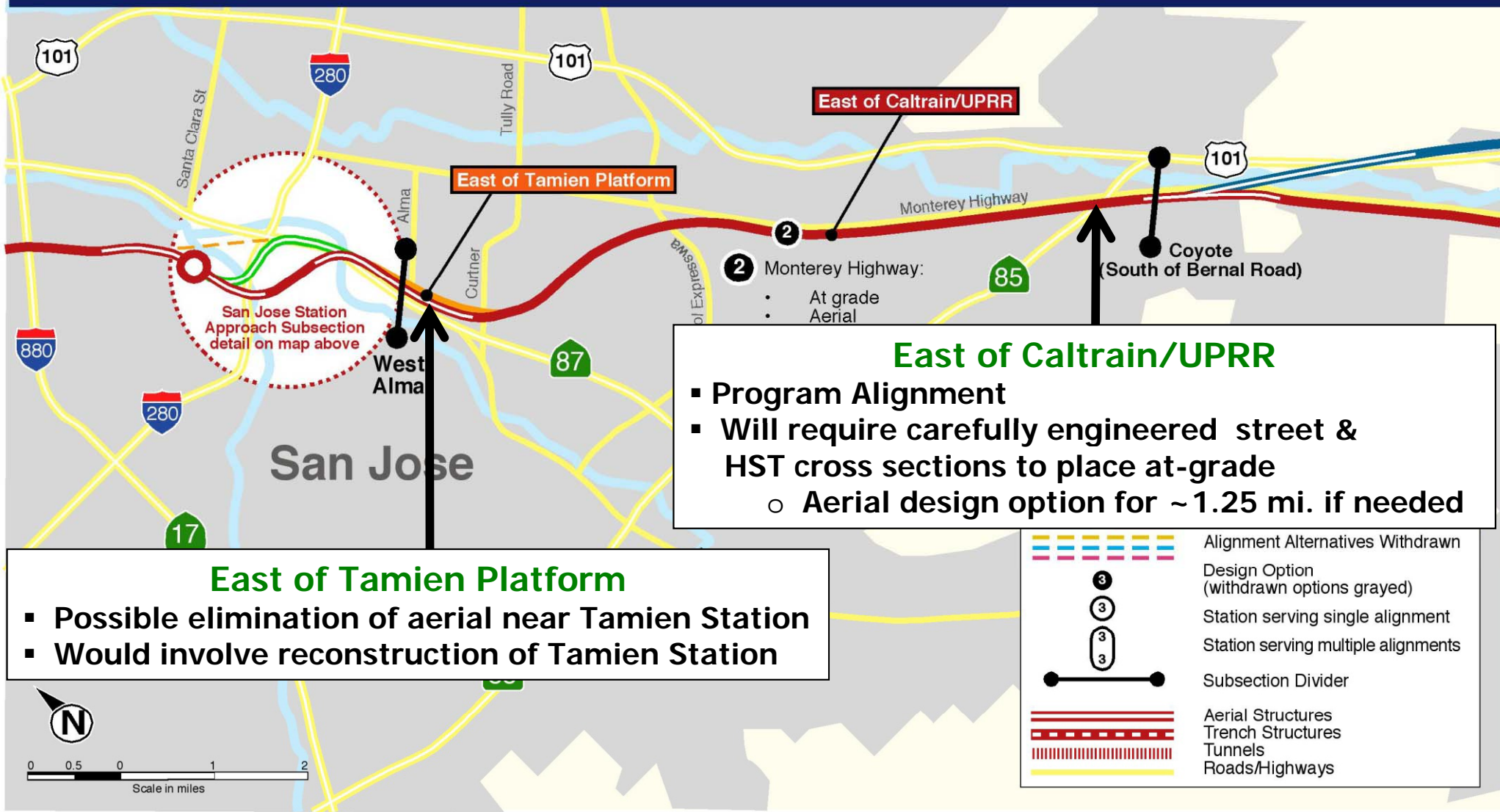
- Program Alignment

South of Caltrain Tracks (withdrawn)

- Numerous property takes
- Park impacts



Monterey Highway Subsection



Morgan Hill - Gilroy Subsection

Morgan Hill to Pacheco Pass (withdrawn)

- Cross Calaveras Fault (active) on 300' bridge
- Excessive tunnel length

Gilroy Station Loop (withdrawn)

- Cost of 2 alignments Gilroy area
- Still requires aerial station in Downtown Gilroy

East of UPRR to East of Gilroy

- Eliminates impacts to Downtown Gilroy

East of UPRR

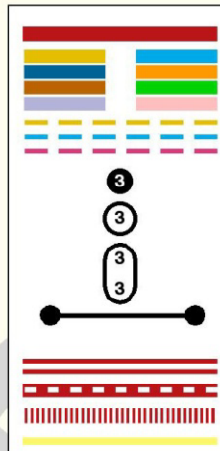
- Program Alignment

US 101

- US 101 suggested by City of Morgan Hill
- Wildlife crossing benefits
- Design option Downtown Gilroy - Aerial
 - Trench (withdrawn)
 - 1.2 Cost ratio for entire 101 alignment

US 101 East Gilroy

- Eliminates impacts to Downtown Gilroy



Program Alignment

Alignment Alternatives

Alignment Alternatives Withdrawn

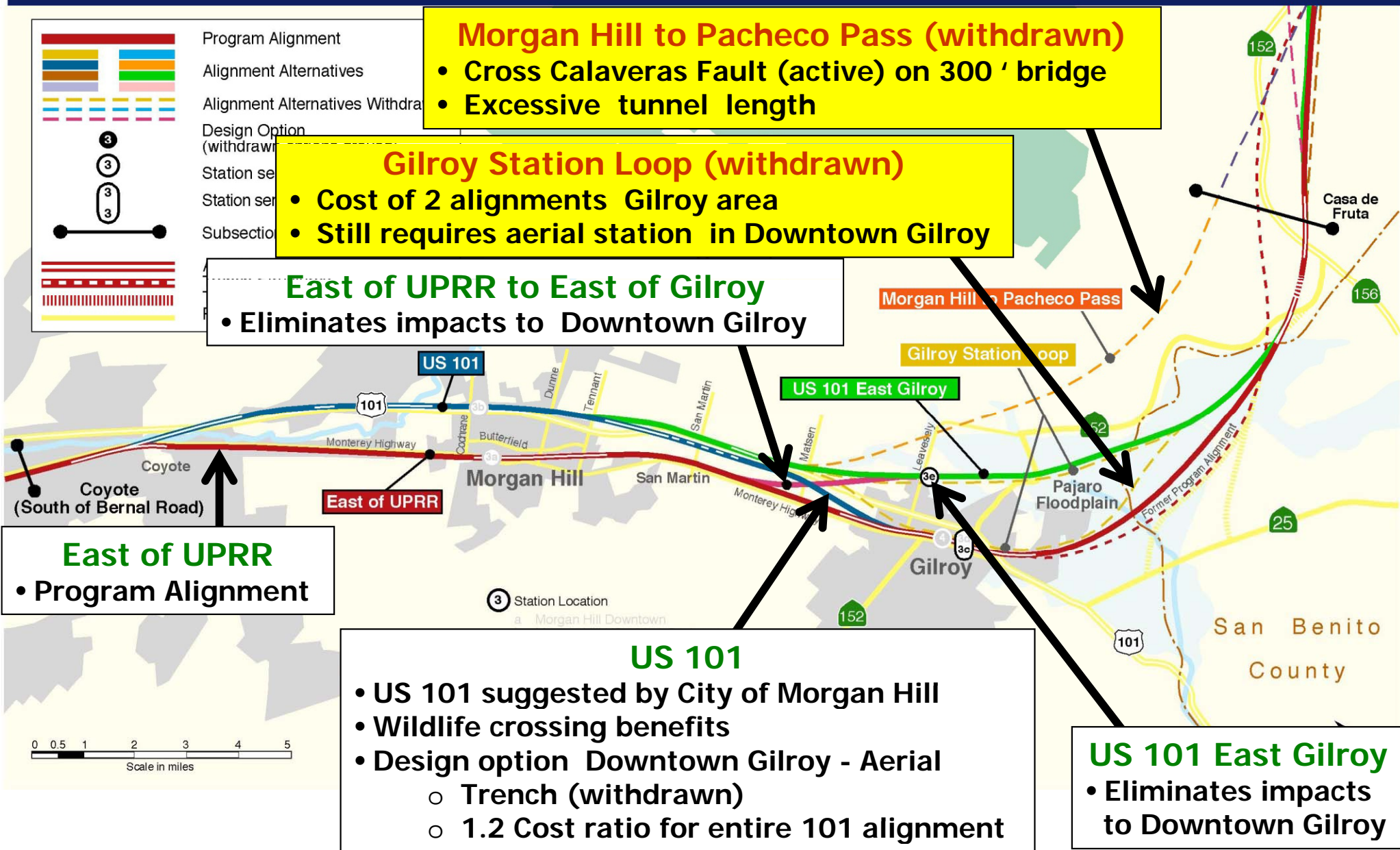
Design Option

(withdrawn)

Station location

Station location

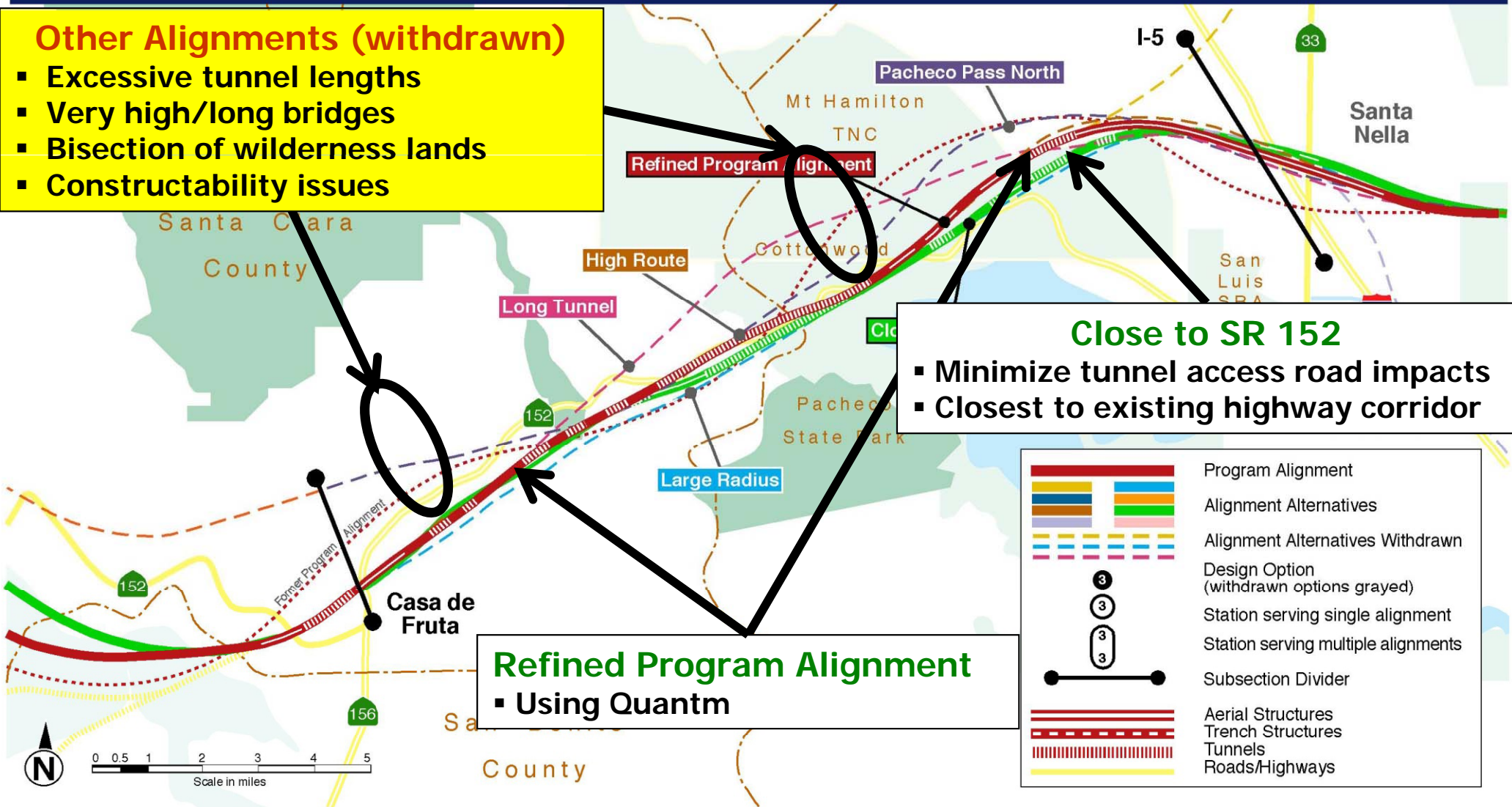
Subsection



Pacheco Pass Subsection

Other Alignments (withdrawn)

- Excessive tunnel lengths
- Very high/long bridges
- Bisection of wilderness lands
- Constructability issues

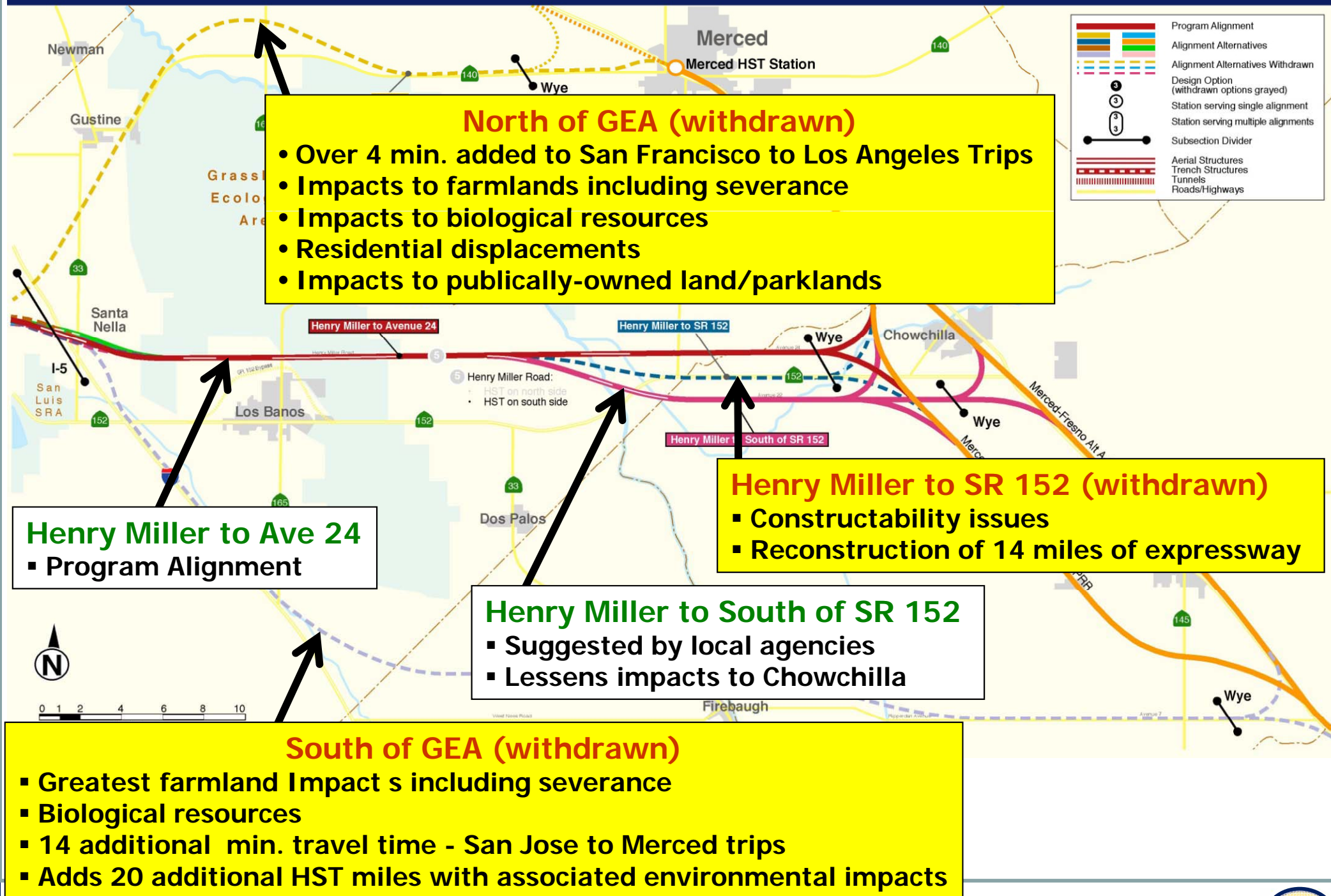


Close to SR 152

- Minimize tunnel access road impacts
- Closest to existing highway corridor

Refined Program Alignment

- Using Quantm





FRA / Authority Workshop

Alignments Carried Forward into EIR/EIS

San Jose to Merced Section - Alignment Alternatives Carried Forward to EIR / EIS

